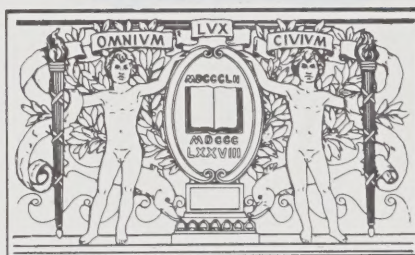


NA108
.B67B65
1978a*

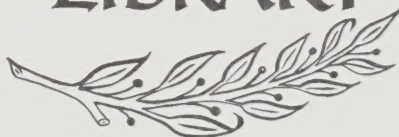
Copy 2

1

FINE ARTS DEPT



BOSTON
PUBLIC
LIBRARY





Digitized by the Internet Archive
in 2023 with funding from
Boston Public Library

Boston Landmarks Commission. Ashmont Hill,
Study Committee

BPE
Ciply Sy.

FINE ARTS DEPT

30 1988

REPORT OF THE ASHMONT HILL STUDY COMMITTEE
ON THE POTENTIAL DESIGNATION OF
ASHMONT HILL AS AN ARCHITECTURAL CONSERVATION DISTRICT
UNDER CHAPTER 722 OF THE ACTS OF 1975
BOSTON LANDMARKS COMMISSION

Approved by: Marcia Innes Dec 18, 1978
Executive Director Date

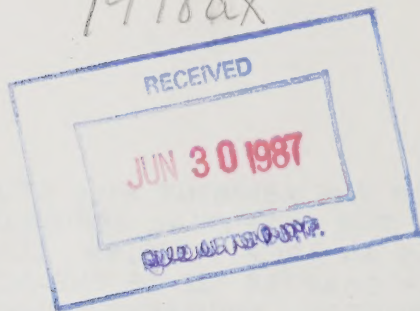
Approved by: Pauline Chase Hand Dec. 18, 1978
Chairman Date

FINE ARTS DEPT

NA108

B67 B65

1978ax



C. 2

CONTENTS

- INTRODUCTION
- I. LOCATION OF DISTRICT
- II. DESCRIPTION OF DISTRICT
- III. SIGNIFICANCE OF DISTRICT
- IV. ECONOMIC STATUS
- V. PLANNING CONTEXT
- VI. ALTERNATIVE DESIGNATION APPROACHES
- VII. RECOMMENDATIONS
- VIII. BIBLIOGRAPHY
- IX. APPENDICES
- X. STANDARDS AND CRITERIA

INTRODUCTION

The Ashmont Hill Study Committee hereby submits to the Boston Landmarks Commission its report on the designation of the Ashmont Hill area as an Architectural Conservation District.

The Committee consisted of ten persons - six members and four alternates - from Ashmont Hill, and five members of the Landmarks Commission:

Mr. Lawrence Bianchi	Mr. Norman Janis
Ms. Libby Blank	Ms. Frances Kayser
Mr. Romas A. Brickus	Mr. John F. McCready
Mrs. V. Capernaros	Rev. Andrew Mead
Mr. John Cooke	Mr. Charles F. Murphy
Mr. Joe Gildea	Mr. Charles A. O'Hara
Mr. Richard Harrison	Ms. Martha L. Rothman
Mr. Raymond D. Ivaska	

The Committee held its first meeting on June 9, 1977 and met every two or three weeks thereafter. All meetings were held in Ashmont Hill. The major tasks performed by the Committee included delineating the District boundaries, surveying buildings, discussing the area's history, formulating standards and criteria, and deciding on the form of district regulation.

Judith McDonough and Matthew Kiefer of the Boston Landmarks Commission staff provided invaluable guidance, assistance and support during the study. Mrs. McDonough guided the Committee in the use of the building survey forms, in recognizing the relevant architectural styles, and in the arduous task of developing standards and criteria. The Study Committee Report was researched and written by Mr. Kiefer, who also completed the building survey and assisted in the formulation of standards and criteria.

The recommendations presented in the report are those of the Ashmont Hill Study Committee. The myriad decisions which formed the basis for these recommendations were arrived at by the consensus. The recommendations for district designation and establishment of a district commission were formally voted on by the Study Committee, and passed unanimously by those present.

I. LOCATION AND BOUNDARIES OF PROPOSED DISTRICT

- 1.1 The Ashmont Hill neighborhood is located in the Ashmont section of Dorchester, between Peabody and Codman Squares. The initial petition for designation of the area as an Architectural Conservation District did not specify boundaries for study, but proposed to consider the general area bounded by Washington Street, Welles Avenue, Talbot Avenue, and Ashmont Street.

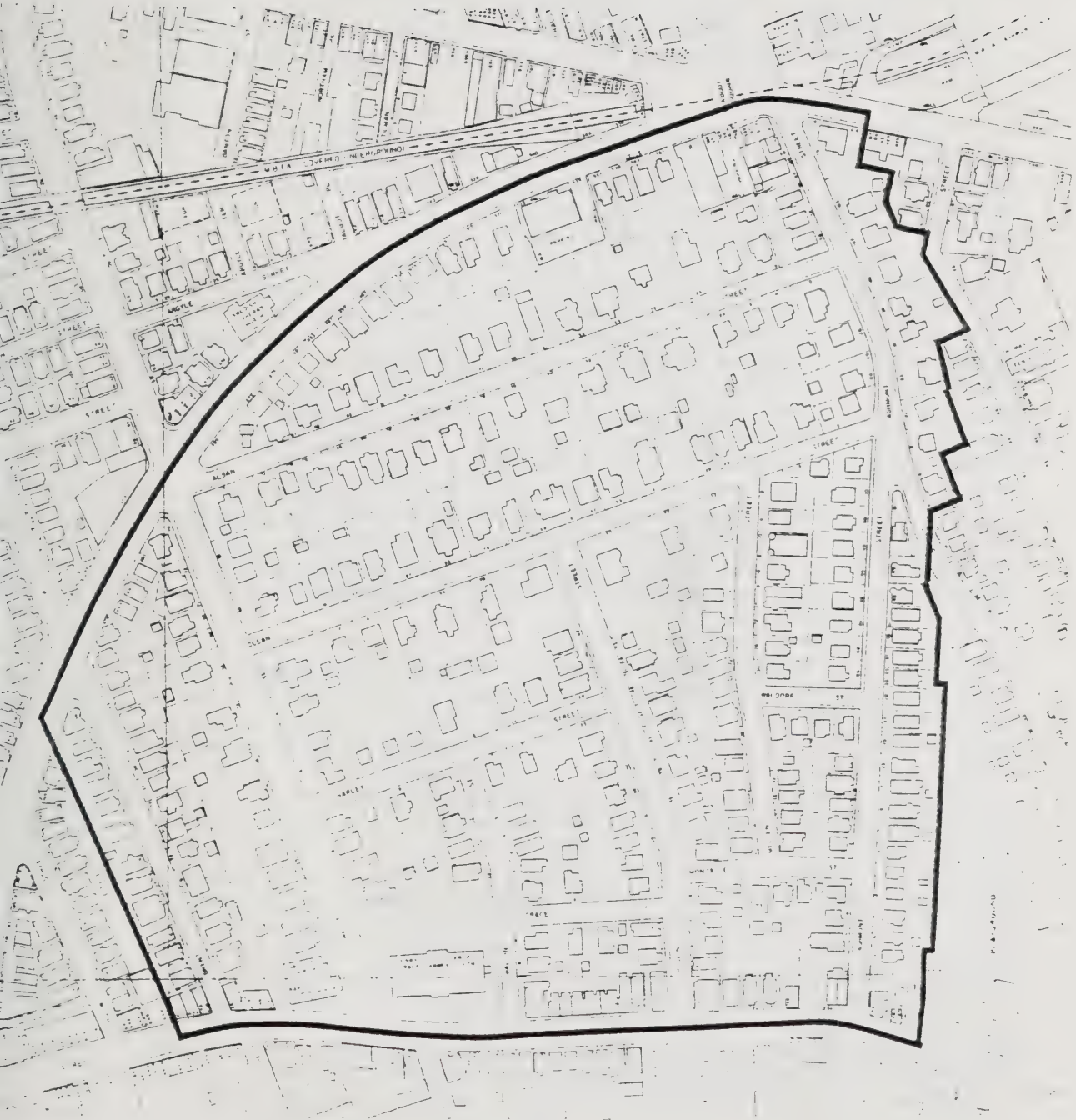
Due to strong interest on the part of residents of Brent Street, adjacent to the proposed Study Area on the north and similar to it in character, both sides of the street were added to the Study Area. Following continued discussion by the Ashmont Hill Study Committee, final boundary recommendations were established, adding two houses fronting on Burt Street.

The final boundary of the proposed Ashmont Hill Architectural Conservation District therefore runs as follows:

"beginning at the intersection of the rear lot line of the north side of Brent Street with the center line of Washington Street, running east along said rear lot line until it intersects with the center line of Talbot Avenue, thence running south along said line until it intersects with the rear lot line of the south side of Ashmont Street, thence running west along said rear lot lines to the west lot line of number 6-8 Burt Street, thence north along said line to the center line of Burt Street, thence west along said line to the southwest corner of #51 Ashmont Street, continuing west along the rear lot line of the south side of Ashmont Street to the center line of Washington Street, thence north along said line to the beginning."

This boundary encompasses all structures fronting on both sides of the following streets: Alban, Grace, Harley, Mellen, Mortague, Ocean, Roslin, Waldorf, Walton, Welles Avenue west of Talbot Avenue, and Ashmont Street between Talbot Avenue and Washington Street. In addition, this boundary encompasses all structures on the westerly side of Talbot Avenue between Brent Street and Ashmont Street, all structures on the easterly side of Washington Street between Brent and Ashmont Streets, and three structures on the southerly side of Burt Street at its intersection with Ashmont Street.

- 1.2 Map Showing Location and Boundaries of Proposed District: attached



1.2 Ashmont Hill District Study Area ~ Proposed Boundaries

II. DESCRIPTION OF PROPOSED DISTRICT

Ashmont Hill is a cohesive residential district comprising 12 blocks and about forty acres of predominately free-standing wood frame single-family houses in a variety of late Victorian styles. Built primarily between 1872 and World War I, the district's houses span a range of sizes and degrees of architectural sophistication from large, generously-sited Shingle Style mansions, to modest bungalows on narrow lots.

Of the total of just over 300 structures in the district, only seventeen (17) are non-residential in use. Six of these house institutions, including three rest homes and a nursery school located in former single family residences, a church, and a library, and the remainder are commercial uses.

Of the district's residential structures, about 250 are or were built as single family homes, with about 15 three-deckers and 15 two-family houses scattered throughout the district. There are also seven multiple family apartment buildings, mostly on Washington Street or Talbot Avenue on the district's edges. Only 10 of the district's structures are of masonry construction, and all of these are either commercial or apartment buildings. (See Map 2.3) The remainder are wood frame, or, in a handful of cases, stucco.

The area's topography and street pattern reinforce its cohesiveness and visual appeal. Sited, as the name implies, on a gently sloping hill whose crest is along Ocean Street at the head of Roslin, many of the area's house have views of the Harbor and points to the west, north, and south.

The area's major interior streets are Alban, Ocean, and Welles. Of these, Welles is the widest and the only through street in the neighborhood; all but one of the remaining shorter streets run into each other to form T intersections. This street pattern lends a sense of self-containment and visual interest to the district, both by reducing through auto traffic and by containing vistas and providing views of houses at the head of streets.

The size of house lots in the area ranges from 3,000 square feet to over 20,000 sq. ft. with most of the largest lots along the major streets of Alban, Ocean, and Welles, and to a lesser degree, on Roslin and Harley---the first streets to be laid out in the district. The later streets---Grace, Montague, Mellen, Waldorf, and Brent---tend to have smaller houses on narrower lots.

Setbacks likewise are greater on the major streets (partly due to early deed restrictions), where they range from less than ten to over 50 feet, and average about 25 feet. Setbacks on remaining streets average about 10 feet. Although there is little public open space in the area (with the exception of two vacant lots on the district's edges), the generous setbacks and mature trees that line most of the area's streets lend a sense of openness and a "suburban" ambience.

The architectural styles of the district's houses (See Map 2.2) range from Second Empire and Italianate through post-World War II modern, although the great majority (about 80%) are Queen Anne, Shingle Style, or Colonial Revival in style. A dozen of the district's houses are in the Second Empire or Italianate styles, including two double houses on Brent Street and one on Ocean. The district's Second Empire houses are characteristically one or two stories tall with a mansard roof that functions as a top floor; simple, symmetrical facades; and details such as bracketed porches and pedimented window lintels typical of the style. Of the few Italianate or Italian Villa style houses in the neighborhood, perhaps the most characteristic is that at 34 Alban Street, with its hip roof, offset tower, and bracketed detailing.

The Queen Anne Revival Style, an extremely popular one in its day, was also the most popular style on Ashmont Hill, where well over a hundred examples were built in two decades. These houses are characterized by irregular massing and rooflines, a variety of porches, verandas, overhangs, turrets, and gables, as well as by the use of contrasting and highly textured materials such as patterned shingles, stucco, terra-cotta, and masonry. Detailing is often floral, and much turned spindle work is found, particularly on porches.

Examples on Ashmont Hill range from the extremely complicated and elaborate house at 47 Ocean (now a rest home), with high-relief carving in the gables and distinctive porches, to the simpler and much less imposing gable-fronted houses with patterned shingles found along Ashmont and Brent Streets.

Elements from the Stick Style, such as applied cross-bracing, diagonal porch supports, and hood dormers, appear on a number of Ashmont Hill houses, although the area can claim only one true Stick Style house---that at 44 Alban Street, whose contrasting colors of paint effectively highlight its detailing.

There are also a number of Shingle Style houses in the area. Characterized by the exclusive use of exterior wooden shingles to form a "skin" which encloses porches, balconies, and dormers, this style also makes frequent use of the gambrel roof and of horizontal window bands. Because it is essentially an outgrowth of the Queen Anne style, it is often difficult to distinguish between the two styles on Ashmont Hill houses.

The most notable examples of the Shingle Style on Ashmont Hill are the house at 60 Ocean Street and the Dorchester Temple Baptist Church. A more modest interpretation of the style is found in the row of houses numbered 24 through 42 Roslin Street, where the use of a curved shingle "skin" to frame the gable windows is the most distinguishing feature.

Houses in the Colonial Revival Style, though built at the same time as their Shingle Style neighbors, can be distinguished from them by the use of clapboards, symmetrical facade massing, and the frequent

use of elements such as elliptical facade bays, porches with urns and ballusters supported on classical columns and hip roofs--all derived from American Georgian and Federal architecture. The large and elaborately detailed house at 85 Ocean Street is perhaps the most impressive, although the style can also be seen on a number of the district's three-deckers, including those at 11 and 17 Alban, 493 to 501 Talbot Avenue and 10-12 and 18-20 Mellon Street.

The only remaining style found in any quantity in the area is the so-called Bungalow style. However, most examples on Ashmont Hill (and elsewhere in Dorchester) are not full-fledged Bungalows, but rather more traditionally styled houses with some Bungalow style details, such as wide overhanging hipped roofs, simple rectilinear lines, and horizontal window bands. Often covered with shingles these houses can be distinguished from Shingle Style examples by their straight lines and lack of projections. The most notable example on Ashmont Hill is the house at 61 Alban; however, a number of others can be found on Alban, Brent, Ocean and Roslin Streets. (A particularly notable bungalow porch can be found on the house at 27 Roslin.)









Although there are a handful of post-World War II modern houses in the interior of the district, particularly the five adjacent "Garrison Colonials" built on the former Fitzgerald house site, they are generally unobtrusive. The only buildings whose use, scale and/or setting contrasts dramatically with the overall character of the district are the new library, a few small commercial buildings on Washington Street, and a large modern apartment building and a repair garage on Talbot Avenue - all on the district's edges.

The great majority of the district's buildings are in a good to excellent state of repair. A small number in good structural condition need paint or other minor repairs. Only a very small number of buildings, (again, mostly on the district's eastern and western edges) are in need of major repair.

2.2 Building Style Map: attached.

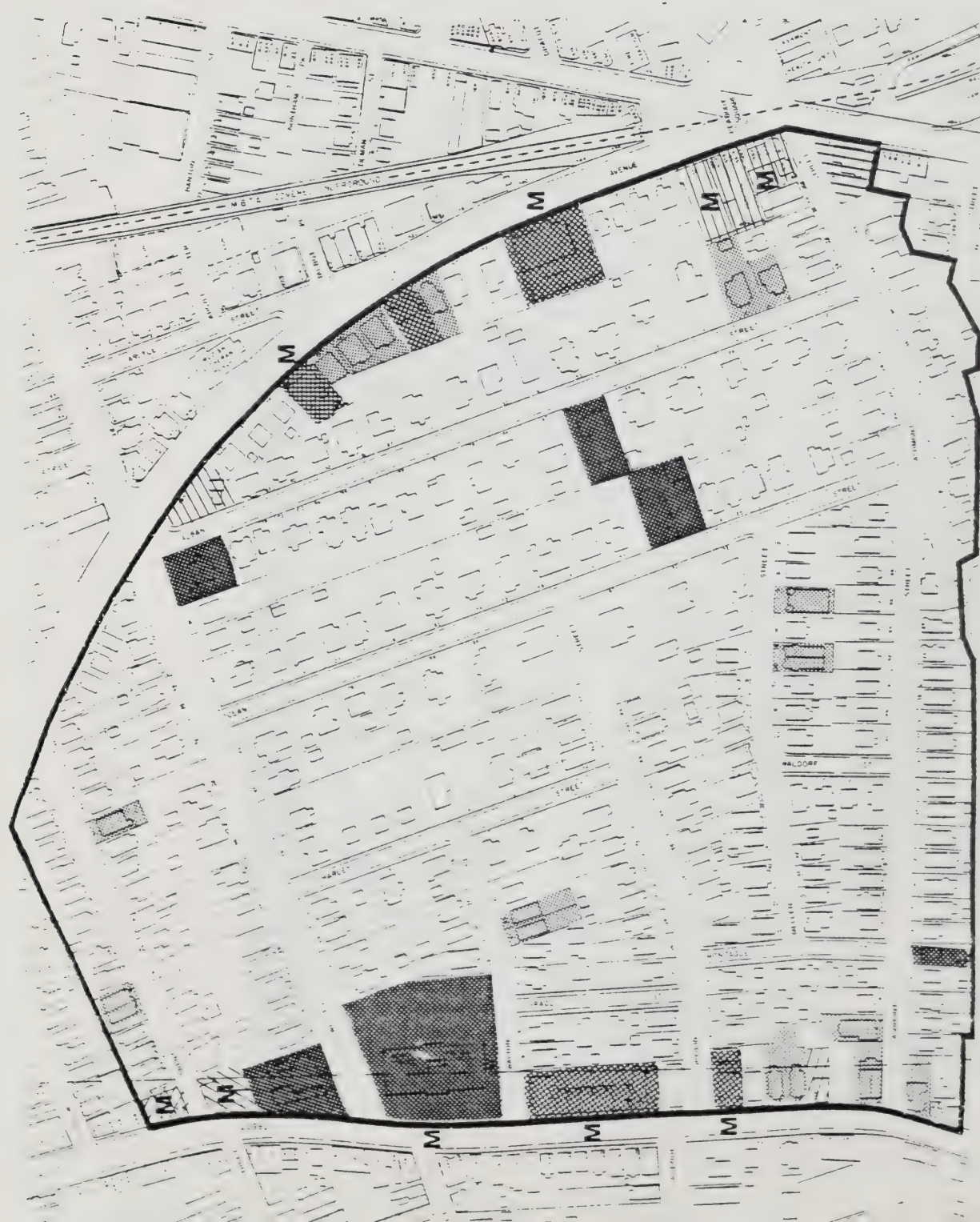
2.3 Building Type and Use Map: attached.

Key








-  Mansard/Italianate
-  Queen Anne
-  Stick Style
-  Shingle Style
-  Colonial Revival
-  Bungalow
-  Post-WW II Modern
-  Vacant Land
- X - Possible 18th C Farmhouse



2.2
Ashmont Hill District Study Area ~ Style Map



Key

-  Commercial Use
-  Institutional Use
-  Residential Use
-  built as multi-family
-  built as 3-decker
-  built as single-family
-  Masonry Construction



III. SIGNIFICANCE OF PROPOSED DISTRICT

3.1 Statement of Significance

The proposed Ashmont Hill district has both architectural and historical significance to the City of Boston as a distinctive and well-preserved late Victorian commuter suburb, on land formerly belonging to an estate occupied by General Henry Knox and Daniel Webster; as the former home of numerous prominent Boston families; and as an area which contains a number of houses designed by notable Boston architects.

3.2 General History

The Town of Dorchester was originally settled in 1630, when it extended south almost to the Rhode Island border, and included all of Mattapan and Hyde Park as well as such present day towns as Quincy, Dedham and Foxboro. For nearly 200 years, it developed primarily as a series of small farming communities, clustered around major crossroads such as Fields Corner and Edward Everett Square, with industrial and commercial villages at Lower Mills and near Commercial Point. During the 18th and early 19th centuries, the area was also dotted with the large country estates and summer homes of wealthy Bostonians seeking an escape from the increasingly crowded conditions of the city.

Toward the middle of the 19th century, a number of events and circumstances combined to change Dorchester from a cluster of rural villages to a more densely settled middle-class suburb. The emergence of a large middle-class of merchants and manufacturers and the Irish immigration of the late 1840's and 1850's created tremendous housing pressure in the central city. The railroad and the streetcar relieved this pressure, serving as cheap, reliable transport into and out of town for the emerging middle class wishing to leave the congested central city but lacking the means or the time for a private carriage and team of horses.

This combination of events led to the growth of the commuter suburb, of which Ashmont Hill is a prime example. Early suburban development occurred along the 1844 Old Colony Railroad line (which ran along the current MBTA Red Line/Penn Central right-of-way), particularly on nearby hilltops such as Savin Hill and Jones Hill. As horse-drawn streetcars began to proliferate, the Town of Dorchester voted in 1869 to annex itself to Boston, further encouraging development. The Shawmut branch of the Old Colony line, which followed the current Ashmont branch of the Red Line, was laid out about the same time, opening up areas such as Melville Park and Ashmont to development. Within two years of the coming of the railroad through Peabody Square, George Welles began to subdivide his land on Ashmont Hill and to build strategically located speculative houses to stimulate land sales and development.

The next stage of Dorchester's residential development -- the growth of "streetcar suburbs" -- began with the electrification of the streetcar lines in the 1890's. Because they were cheaper and stopped more frequently than the railroads, and were much faster than the the horse cars, they brought more remote areas of Dorchester within range of more people.

The emergence and new-found mobility of this new class of tradesmen and small shopkeepers via the streetcar led to the proliferation of a new building form: the three-decker, a freestanding, wood-frame, three-family house. Particularly between 1900 and World War I, undeveloped parcels between existing houses, as well as larger tracts of newly subdivided land along newly laid out side streets, were built up with three-deckers. The lower end of Ashmont Hill and Talbot Avenue, with their three-deckers and smaller single-family houses, are examples of this later stage of development.

Some amount of residential development, mostly in the form of modest single- and two family houses, continued on undeveloped land throughout Dorchester after World War I, ending abruptly with the Depression.

Since World War II, with the advent of highway construction and widespread automobile ownership, VA and FHA mortgages, new neighborhood growth has occurred chiefly in the suburbs, often at the expense of older City neighborhoods.

Ashmont Hill, largely because of its seclusion and distinctiveness, has remained stable and has in fact seen some new residential development since World War II, along with many other areas of South Dorchester.

3.3 History of Study Area

Almost all of the area now enclosed by Washington Street (a colonial road), the present rear lot line of Welles Avenue, Dorchester Avenue (a Federal Era Turnpike) and Ashmont Street was once a farm. The farmhouse, located on the site of the present library was a large gambrel-roofed structure built sometime prior to 1784. In this year, it is known to have been occupied by General Henry Knox, who had brought the cannon from Fort Ticonderoga to fortify Dorchester Heights ten years before.

By the early 19th century, the house was owned by a Mrs. Cobb, who rented it out as a summer residence. Among the people who rented the house was the statesmen Daniel Webster, who lived there in 1822. During this time, there were at least two other 18thc. houses within the present day study area--one facing Washington Street near the foot of Roslin, and one on Washington just south of Ashmont Street which still survives, almost hidden behind two stores.

Sometime before 1850, the estate and mansion house came into the possession of the Honorable John Welles, who died in 1855. Following a period during which the estate was in the possession of his heirs (and perhaps rented out), it passed in 1870 to John Welles' grandson George Derby Welles. Then 26 years old and living in Paris, Welles wasted no time in developing the property through his agent, Boston Attorney Edward Ingersoll Browne. A street and lot subdivision plan was drawn up by the following year, which laid out all of the previously described area (within which no streets then existed) into 6,000 square foot lots along the new streets of Alban, Ocean, Welles, Roslin, Harley and Walton.

This was a particularly ripe period for development in the area, due to the coming of the railroad through Peabody Square just a few years before, making the area accessible to downtown Boston for middle class commuters.

Land sales began in 1872, with early house lots tending to be much larger than the 6,000 square foot lots shown in Welles' plot plan. Within two years, at least five large house lots had been sold and seven new houses built - three of them by Welles. These were prominently sited at the heads of Roslin, Harley and Walton Streets, both to set the tone of the neighborhood and to stimulate development. The prime house lots at both corners of Ocean and Roslin, at the corner of Harley and Welles, and midway along the north side of Welles, had all been purchased from Welles, (though the corner lot now numbered 60 Ocean Street was not built on for over a decade.) Early houses were built in the Second Empire and Italian Villa styles, then popular for "suburban" houses.

Land sales continued gradually through the next decade, with 16 new houses built by 1884. In order to maintain the proper residential character of the neighborhood, all deeds were subject to restrictions requiring that:

"no buildings or parts thereof may be used or occupied for any other purpose than dwelling houses and private streets belonging to the same and buildings usually appurtenant to dwelling houses; that for the same period no building or any part of any and no fence over six feet shall be erected within twenty feet of the street" (thirty feet on Ocean Street), "except that doorsteps, porticos, cornices, piazzas and bay windows may project into said reserved spaces."

Most houses continued to be built on lots somewhat larger than those shown in Welles' 1871 plan, many with generous side yards and separate carriage houses in the rear.

House construction picked up considerably in the late 1880's and 1890's when about 150 (or approximately half) of Ashmont Hill's houses were built in Queen Anne, Shingle and Colonial Revival styles. During this time, Talbot Avenue was laid out, along with

additional streets at the foot of the hill toward Washington Street - Grace, Montague, Mellen and Waldorf. These were built up somewhat more densely than the rest of the area following an 1893 lot subdivision plan with deed restrictions lowering the setback requirement from 20 to 10 feet. This density was largely due to the advent of electric streetcar lines along Washington Street, Talbot Avenue, and Dorchester Avenue, which made the area more accessible to a wider range of people.

Also built during the early 1890's were two major institutional buildings, the Dorchester Temple Baptist Church and the Henry L. Pierce School (named after the president of the Walter Baker Chocolate Company whose beneficence made the school possible, and recently replaced by the Codman Square Regional Library).

Between the turn of the century and World War I, about 20 houses were built, many of them influenced by the simplicity of form in Bungalow and Prairie School architecture. An additional 15 houses were built between World War I and the Depression, as well as numerous garages behind existing houses.

A handful of modern buildings have been built since then, including two modern apartment buildings on Talbot Avenue, a gas station at the corner of Talbot Avenue and Alban, and seven single family houses. Five of the seven houses were built on the site of the Fitzgerald House (see following section), demolished in 1938. Nevertheless, the predominant architectural character of the district is that of a late 19th century wooden suburb which exemplifies the suburban development of Dorchester -- a character which is largely intact to this day.

3.4 Neighborhood Organization

The origin of the name "Ashmont Hill" is recent and was the result of a community decision.

In 1970 a group of neighbors began to hold monthly meetings on Ocean Street. They were concerned, firstly, that residents of the area, though mostly conscious of the pleasantness, convenience, and beauty of the houses and streets in and among which they lived, were nonetheless not confident of the area's future; and secondly, that people outside the area were unaware of its existence and would therefore not be making the investments which could secure that future. The consensus of the group was that a neighborhood association might be able to provide correctives for both of these problems.

In the spring of 1971, the half-year-old association decided to organize a neighborhood-wide open house tour for the following spring, and to call the neighborhood "Ashmont Hill". Topography and location made the choice of the name "Ashmont Hill" fairly obvious. But the act of naming was even more important than the

name itself, signifying that the area was beginning to perceive itself as a cohesive neighborhood with a distinct character, which merited attention and preservation.

In the fall of 1971, concern about the rumored demolition of the Dorchester Temple Baptist Church (see Section 3.5) prompted consultation with the then newly-established Advisory Boston Landmarks Commission. Robert Rettig, at that time Project Director for the Commission, though unable to be of specific assistance with regard to the Church, offered encouragement to the neighborhood's emergent architectural self-consciousness and came to speak about the work of the Landmarks Commission at one of the monthly meetings of the Ashmont Hill Association.

The open house tour took place as planned in May 1972. It focussed not on interior decoration, but on architectural historical value, with particular attention to the variety of late 19th century styles represented on the Hill and to their characteristic decorative materials. This tour, and other subsequent Ashmont Hill Association events, attracted considerable attention from architectural historians and city planners in the Boston area and provided a stimulus for other Dorchester neighborhoods to become involved in neighborhood "consciousness-raising" and architectural conservation.

The Advisory Landmarks Commission put out a short report on the "Background and Significance of Ashmont Hill, Dorchester", for distribution at that first tour which described Ashmont Hill as a "prime candidate for designation as an architectural conservation district, should a mechanism for such designation be created through legislation." The neighborhood was thus alert to the possibility of designation as early as 1972 and was ready to take action when such legislation was enacted at the end of 1975. A petition requesting designation as an Architectural Conservation District was signed by Ashmont Hill residents and presented to the Boston Landmarks Commission in early 1977.

3.4 Significance of Individual Elements

There are a number of individual buildings within the Study Area which are of particular significance either historically or architecturally, to both the neighborhood and the city. In most cases their importance, as well as the overall significance of the Ashmont Hill district, is largely a result of the individuals associated with them, including two prominent Boston architects and numerous residents who were well known Bostonians in their day. With only two exceptions, the buildings that these people built and lived in survive today as reminders of their associations with the neighborhood.

The single architect responsible for the greatest number of Ashmont Hill houses was Edwin J. Lewis, Jr., F.A.I.A. (1859 - 1937), a Roxbury native who lived, during the period he was active on Ashmont Hill, a short distance away on Adams Street. Lewis studied architecture at Massachusetts Institute of Technology and began work as

a draftsman with the prominent Boston firm of Peabody & Stearns. By 1885, he began practice on his own, distinguishing himself particularly in the design of churches and suburban residences, many of them in Roxbury, Hyde Park, Jamaica Plain, and especially Dorchester. By the close of his active career, Lewis had achieved regional and perhaps even national significance.

Lewis designed at least a dozen houses on Ashmont Hill between 1890 and 1893, most of them in the Shingle Style. Probably the most notable among these is the house built for George Eastman at 60 Ocean Street in 1890, one of the largest and most prominently situated houses on the Hill. The house which is in an excellent state of preservation, is of an accomplished Shingle Style design, with characteristic semi-enclosed porches, wrapped shingling, and a complicated roof line.

Lewis also designed at least 11 additional Ashmont Hill houses (see Appendix 9.1 for a complete list) as well as the Peabody Terrace Apartments on Ashmont Street just outside of the district. In addition to his architectural accomplishments, Dorchester's prolific Shingle Style architect seems to have been a local history buff, having written a chapter on "The English Dorchester" in The Dorchester Book, published locally in 1899.

A second architect with close ties to the neighborhood was Harrison Henry Atwood (1863-1954). Born in Vermont, Atwood first studied law and then architecture at the Boston Architectural School. Following a term as State Representative in 1887-89, he was appointed City Architect from 1889-91, during which time he designed numerous public buildings - particularly schools and firehouses. Among his designs are Roxbury High School, grammar schools in South Boston and Jamaica Plain, and fire houses in East Boston, South Boston, Brighton, Jamaica Plain, and Boston. Atwood served four separate terms as State Representative between 1915 and 1928, carrying on his architectural practice in between terms.

Atwood designed at least 7 houses on Ashmont Hill, at 61, 65, 77, 87 and 91 Alban Street, and 515 and 521 Talbot Avenue, and was somewhat more eclectic than Lewis, designing with seemingly equal facility in the Queen Anne, Shingle, Colonial Revival, and Bungalow styles. Perhaps his most notable design was for a Bungalow house at 61 Alban Street completed in 1890, which he and his family lived in until 1938. The house exterior is a strikingly simple rectangular box with a low overhanging hipped roof and dormer windows - a simplicity which belies a lavishly detailed interior that one local historian has termed "the most flamboyant and the most extravagant in Dorchester."

Among Atwood's designs as City Architect was one for the Romanesque Revival Henry L. Pierce School, built in 1892 on the former site of the Welles Mansion on Washington Street. Rich in associations with

the neighborhood, (many of whose residents either attended it or taught there), the school was demolished in 1974, and has recently been replaced by the Codman Square Branch of the Boston Public Library.

There are a number of other architect-designed houses in the neighborhood, particularly on Alban, Ocean and Welles. The most notable firm to design an Ashmont Hill house is Little & Browne, nationally reputed for their Colonial Revival designs, who designed the surprisingly plain house at 87 Ocean Street.

Besides General Henry Knox and Daniel Webster (who lived in the long-ago demolished Welles mansion) a number of prominent Bostonians made their homes on Ashmont Hill. Perhaps the best known of these was John J. Fitzgerald (1863-1950). Nicknamed "Honey Fitz," he was twice elected Mayor of Boston (1906-7 and 1910-14), and was the grandfather of the late President John Fitzgerald Kennedy. Born in the North End, Fitzgerald moved with his family to the Denmark Hotel near Upham's Corner in 1903, settling in the large, rambling mansard-roofed house at 31 Welles Avenue the following year. The house is said to have been the scene of frequent late night political meetings during Honey Fitz's tenure as Mayor and was the house Rose Fitzgerald Kennedy was married from. Lived in by the Fitzgeralds until the late 1920's, the house then stood vacant for a number of years, finally being demolished following a fire in 1938.

The previously mentioned house at 60 Ocean Street was built for another of Ashmont Hill's more notable residents, George Eastman, who was in the insurance business in Boston. The Eastman family lived in the house until it was sold to its present owner in 1972.

Other noteworthy residents of the neighborhood include a Mr. Loring, also an insurance man who lived in the so-called "Loring Estate" at 16 Harley Street; Franklin Wood, owner of a steam printing plant and the benefactor of the Wood Home, who lived at 34 Alban Street; former Superintendent of Schools Jeremiah E. Burke, and numerous other local politicians, educators, and public figures.

There are at least three buildings which are of particular significance to the district, in addition to those previously mentioned. The house at 770 Washington Street (now almost hidden behind two storefronts) is a late 18th century farmhouse which has two added rear ells and various other exterior alterations. However, the house's original late Georgian portal survives and the house itself remains as the only vestige in the district of the rural character of the area before suburban development.

The Dorchester Temple Baptist Church on the corner of Washington Street and Welles Avenue is individually noteworthy, both for its accomplished Shingle Style design and interior craftsmanship, and for its associations with the neighborhood. The church building was built in 1889-90 by a group which had split off from the Tremont

Temple in downtown Boston five years earlier. The church's membership which included many Ashmont Hill residents, numbered 99 in 1890, and peaked in the late 1920's, when it exceeded 1,000. Although membership has declined since then, the church is still active, and owns the house at 17 Ocean which is used as a parish house.

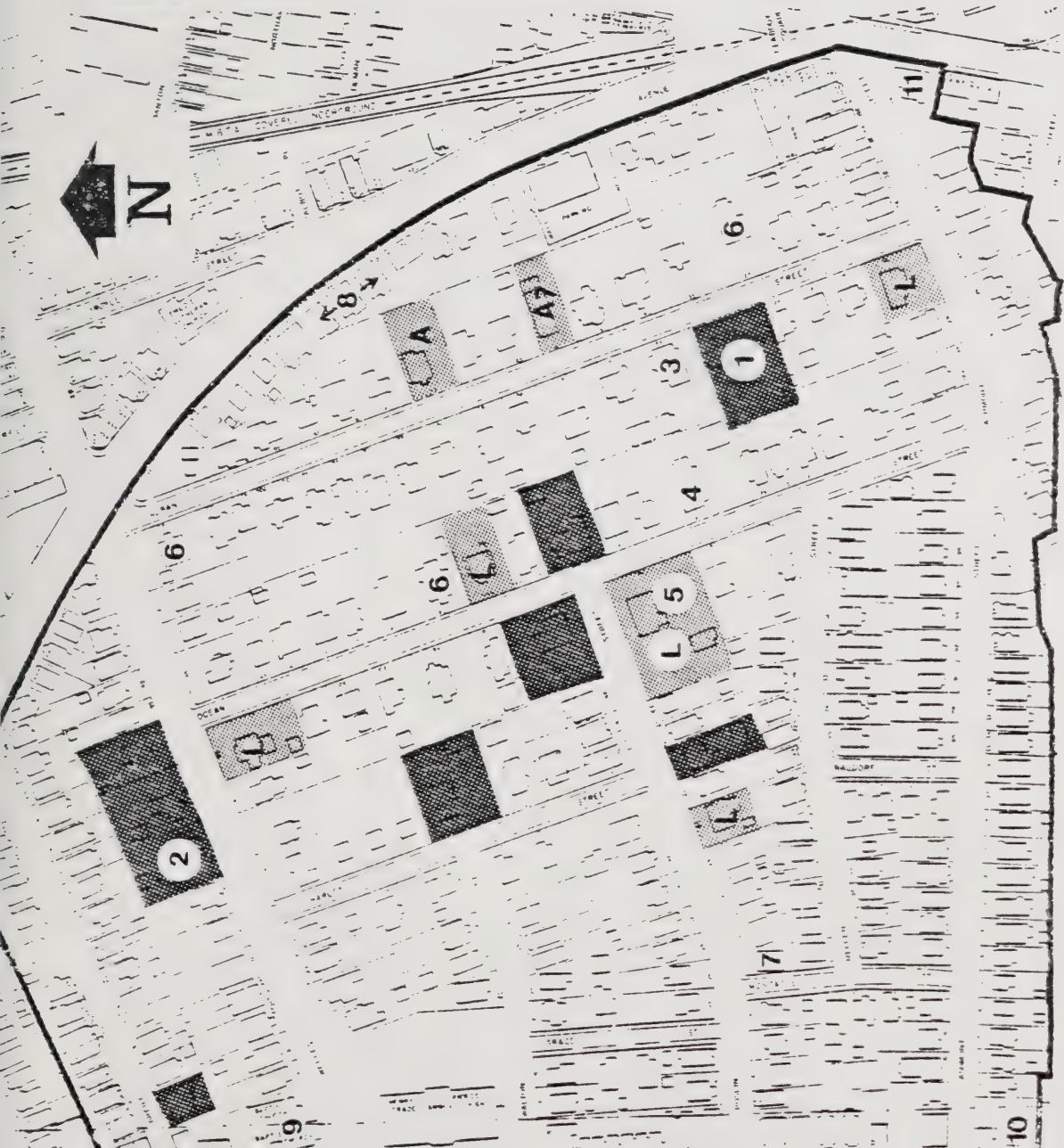
Finally, the commercial building at 1911-1913 Dorchester Avenue at the corner of Ashmont, has significance as a prominently situated and architecturally distinctive building which has housed a retail establishment - O'Brien's grocery and liquor store - that has served the neighborhood for over half a century. This Queen Anne style building was built in 1884 using a combination of materials and surface textures - brick, clapboards, shingles, stucco, and slate - that is characteristic of the style. Particularly notable are the brick-arched first floor (which is largely obscured by storefront alterations), the patterned decoration in the stuccoed gable, and the terra cotta cresting on the edges of the roof.

3.5 Major Elements Map: attached

3.6 Justification of Designation Category

The proposed district meets the criteria for designation as an Architectural Conservation District, as established in Section 4 of Chapter 772 of the Acts of 1975, in that it is associated significantly with the lives of locally outstanding historic personages, embodies distinctive characteristics of a late Victorian residential suburb and contains the notable work of architects whose work influenced the development of the City.

Key



EARLY HOUSES and
WELLES HOUSES

ARCHITECT - DESIGNED
HOUSES: A - Atwood
L - Lewis

STYLE EXAMPLES:

- 1 Italianate 34 Alban
- 2 Mansard 48 Welles
- 3 Stick Style 44 Alban
- 4 Queen Anne 47 Ocean
- 5 Shingle Style 60 Ocean
- 6 Colonial Revival 25 Alban, 114 Alban, 85 Ocean
- 7 Bungalow 61 Alban, 27 Roslin

OTHERS:

- 8 3-Deckers, 493-501 Talbot
- 9 Dorchester Temple
- 10 18th Century Farmhouse
- 11 O'Brien's Store

3.5

Ashmont Hill District Study Area ~ Major Elements

IV. ECONOMIC STATUS

4.1 Current Assessments

The average assessment on a single-family or two-family house on Ashmont Hill is about \$6,800 of which an average of roughly one third is for the land and the remaining two thirds for the building. Actual individual assessments range from \$3,900 to \$9,700. Assessments on commercial property on boundary streets and on multi-family residential property, tend to be considerably higher and vary with each property.

4.2 Property Values

According to a recent housing market study by the "Living in Boston" program of the Mayor's Office of Program Development, present market values of smaller Ashmont Hill houses with a minimum of architectural detail and in good condition range from about \$14,000 to about \$25,000. Mid-size houses with a moderate degree of architectural detail are presently worth between \$25,000 and \$35,000 while the handful of very large, generously sited and architecturally distinctive houses in the neighborhood have present market values of between \$35,000 and \$50,000.

These figures show a rate of increase which is somewhat greater than the city-wide average for about the last five years. This increase has been most significant in regard to the area's more architecturally distinctive and well-preserved houses, whose value has been increasing at the rate of almost 10% per year. Smaller, plainer or heavily altered houses have been increasing in value at only about half that rate.

V. PLANNING CONTEXT

5.1 Background

For planning purposes, the BRA Neighborhood Planning Program has divided Dorchester into over a dozen sub-areas. The Ashmont sub-area of the Dorchester/Fields Corner planning district includes all of Ashmont Hill except Brent Street, and extends between Washington Street and Adams Street south to Gallivan Boulevard. The sub-area is characterized by low-density residential neighborhoods with a predominance of well-maintained, owner-occupied single and two-family dwellings. It is one of Dorchester's most stable neighborhoods, with generally higher income levels and a recent influx of younger homeowners.

The sub-area also has a high percentage of elderly residents (many of whom have difficulty keeping their homes in good repair), and some housing deterioration, principally along commercial arteries. The Codman Square business district, adjacent to the sub-area on the north, is also a matter of some concern to the community as a result of its recent decline.

5.2 Current Planning Issues

The chief planning issues for Dorchester as a whole, as identified in the Dorchester/Fields Corner District Profile and Proposed 1978-1980 Neighborhood Improvement Program, are housing deterioration and commercial center decline.

Housing deterioration is of moderate concern in the immediate neighborhood of Ashmont Hill, where it occurs largely on commercial arteries -- Talbot Avenue and Washington Street. Due to their relative lack of residential desirability, dwellings on these streets are the first to be neglected and finally abandoned, particularly if absentee-owned. As an incentive for rehabilitation of housing, the City has made available rebates of 20% of the cost of necessary improvements to owner-occupied housing, under the Housing Improvement Program. The City of Boston, through the Little City Hall program and the BRA through the Neighborhood Planning Program are also acting to assist and encourage neighborhood groups and associations; to improve the area's public image by providing more timely and accurate information on real estate values and activity; and to program capital improvements such as new sidewalks, street-lights, parks and public facilities in areas where they will have the greatest positive impact.

Also of concern to the Ashmont Hill neighborhood is the decline of neighborhood commercial centers such as nearby Codman Square. Largely due to suburban exodus, competition from auto-oriented shopping malls, and increased crime problems, many small businesses have failed and stores have been boarded up. Fortunately, Peabody Square has remained basically stable and economically healthy.

In order to renew the vitality of these commercial areas, the City has recently begun a Storefront Improvement Program, which operates on a system of 20% rebates similar to the Housing Improvement Program. The City is also providing capital improvements such as new parking facilities and pedestrian improvements, as well as police foot patrols in areas where crime is a major problem.

5.3 Current Zoning

All of the Ashmont Hill Study Area is zoned for moderate density residential use (R-5) with the exception of short segments of Washington Street and Talbot Avenue, which are zoned for local retail and business uses (L-1 and B-1).

VI. ALTERNATIVE DESIGNATION APPROACHES

6.1 Type

The Ashmont Hill Study area has been proposed for Boston Landmarks Commission designation as an Architectural Conservation District, which would provide for the review of proposed physical changes regarding most exterior alteration or repair, as well as demolition and new construction.

Alternative designation categories under BLC legislation are Landmark District and Protection Area. The former provides a somewhat greater degree of protection, but requires that the area proposed for designation be of significance to the Commonwealth, the New England Region, or the Nation. A Protection Area provides only limited design control on building height, bulk, setback, land coverage, and demolition, and is designed to protect area's which surround Landmarks, Landmark Districts or Architectural Conservation Districts and are essential to their character.

The area has also been determined by the staff of the Boston Landmarks Commission to appear to meet eligibility requirements for listing on the National Register of Historic Places, which would provide limited protection where federal funds are involved in proposed physical changes, as well as various tax incentives for rehabilitation for depreciable property. This form of designation would not, however, provide any design review powers over changes undertaken by private owners at their own expense.

Both the level of significance of the Ashmont Hill Study Area, and the degree of protection sought by its residents, suggest that the designation category be limited to that of Architectural Conservation District.

6.2 Boundaries

The proposed boundary of the Ashmont Hill Architectural Conservation District represents the simplest possible line which encloses all of those properties of architectural and historical merit which comprise a cohesive residential neighborhood. (See Map 6.3) Because Washington Street and Talbot Avenue are busy commercial arteries which constitute natural boundaries, the center line of these streets has been chosen. Brent and Ashmont Streets, however, are relatively narrow residential streets which do not act as physical or psychological barriers. Further, the houses on either side of these streets relate to each other as an ensemble; hence the rear lot lines of these streets have been chosen.

Any further expansion of these boundaries would include properties which either are not of sufficient significance to be included, or do not visually or physically relate to it. Further boundary constriction would exclude significant structures or diminish the cohesiveness of the district.

VII. RECOMMENDATIONS

The Ashmont Hill Study Committee makes the following recommendations:

1. that the Ashmont Hill Study Area be designated by the Boston Landmarks Commission as an Architectural Conservation District under Chapter 772 of the Acts of 1975.
2. that the boundaries shown in Section One of this report be adopted without modification.
3. that the attached standards and criteria recommended by the Study Committee for the district be accepted.
4. that the Boston Landmarks Commission establish an Ashmont Hill Architectural Conservation District Commission in accordance with Chapter 772 of the Acts of 1975, which stipulates that there be five District Commission members: two members and two alternates from the District and three members from the Boston Landmarks Commission. The Study Committee further recommends that the following provisions for the selection of members and alternates from the District:
 - i) all members and alternates from the District shall be resident property owners within the District,
 - ii) all members and alternates from the District shall serve two-year terms, except as provided below,
 - iii) for the initial appointment of members and alternates from the District, the Ashmont Hill Study Committee shall by majority vote nominate one member and one alternate to serve a term of one year, and shall nominate one member and one alternate to serve a term of two years,
 - iv) nominations for subsequent members and alternates shall be solicited by the Boston Landmarks Commission from the Ashmont Hill Association and/or its successor organization(s) representative of the District. In the event that no such nominations are forthcoming within sixty (60) days of written solicitation by the Boston Landmarks Commission, the Boston Landmarks Commission shall make the nominations, and
 - v) the same procedure as described in "iv" shall be followed for the replacement of a member or alternate who is unable to complete his/her term.

VIII BIBLIOGRAPHY

American Architect and Building News, Boston (numerous references to Ashmont Hill architects).

Boston City Directories.

Clapp, Ebenezer Jr. History of the Town of Dorchester, Boston, 1878.

Dorchester Real Estate Atlases, 1874, 1884, 1894, 1898, 1904, 1910, 1918, 1933.

Herndon, Richard. Boston of To-Day. Boston, 1892.

"History of the Dorchester Temple Baptist Church, 1886-1976" Temple Baptist Church, 1976 (unpub.)

[Janis, Norman], "A Garden Suburb, ca. 1890," Ashmont Hill Association 1972, 1973 (house tour guides.)

[Janis, Norman], "The Story of Ashmont Hill" Boston Herald, April 9, 1977.

[Kayser, Vicki], "House Tour Guides", Ashmont Hill Association, 1977.

Lewis, Edwin J. "The English Dorchester" in The Dorchester Book, Boston, 1899.

Orcutt, William Dana. Good Old Dorchester: A Narrative History of the Town, 1630-1893. Cambridge, 1893.

Rettig, Robert "Background and Significance of Ashmont Hill, Dorchester" Boston Landmarks Commission, 1972 (unpub.).

Tucci, Douglass Shand The Second Settlement: A Study in the Development of Victorian Dorchester, Boston, 1974.

Warner, Sam B., Jr. Streetcar Suburbs: The Process of Growth in Boston, 1879-1900. Cambridge, 1962.

Withey, Henry F. and Elsie Rathburn Withey Biographical Dictionary of American Architects, Deceased. Los Angeles, 1956.

IX APPENDICES

APPENDIX 9.1: Ashmont Hill Houses Designed By Notable Architects

<u>Architect</u>	<u>Address</u>	<u>Original Owner</u>	<u>Date</u>
<u>Edwin J. Lewis,</u> <u>F.A.I.A.</u> (1859-1937)	21 Harley	Nickerson	1887
	3 Ocean(?)*	E. Young	1888
	12 Alban	Sarah E. W. Smith	1890
	75 Ocean	Anne R. Reed	1890
	60 Ocean	George Eastman	1891
	17 Harley		
	25 Harley(?)	Mary C. Hartford	1892
	38 Roslin		
	42 Roslin		
	43 Roslin	Preston	1892
	31 Walton	Frank Hartford	1892
	55 Welles	Wesley E. A. Legg	1892
	35 Roslin	Wm. H. Vanevar	1893
<u>Harrison Henry Atwood</u> (1863-1954)	61 Alban	H. Atwood	1888
	77 Alban	S. Stein	1895
	87 Alban	H. Atwood	
	91 Alban	H. Atwood	1909
	515 Talbot(?)*	H. Atwood	
	521 Talbot(?)*	H. Atwood	
<u>Little, Browne & Moore</u>	87 Ocean	Clara Potter	1892

* has not been verified

APPENDIX 9.2: Ashmont Hill Houses - Date and Style Distribution Chart (not including Brent, Talbot and Washington Streets)

<u>Style</u>	<u>Pre-1874</u>	<u>1874-84</u>	<u>1884-94</u>	<u>1894-1904</u>	<u>1904-18</u>	<u>1918-33</u>	<u>Totals</u>
Mansard/Italianate 1872-1880*	7	4	1				12
Queen Anne 1880-1900		9	56	26	5		96
Shingle Style 1890-1900			34	13			47
Colonial Revival 1890-1910			7	20	9	1	37
Bungalow 1900-1930				3	3	11	17
TOTALS	7	13	98	62	17	12	209

*Date blocks shown are dates of principal usage of style on Ashmont Hill.

APPENDIX 9.3 Shingled Houses that Retain Use of Original Tone of Brown Stain

<u>ADDRESS</u>	<u>DATE</u>	<u>ARCHITECT</u>
12 Alban	1890	Edwin J. Lewis
71 Alban	c. 1890	
15 Ashmont		
38 Ashmont		
90 Ashmont		
128 Ashmont		
2 Burt		
8 Grace	1898	James F. Haddock
17 Harley	1892	Edwin J. Lewis
19 Mellen	c. 1895	
22 Mellen	c. 1890	
26 Mellen	c. 1890	
60 Ocean	1891	Edwin J. Lewis
75 Ocean	1890	Edwin J. Lewis
19 Roslin	c. 1893	
28 Roslin		
43 Roslin	1892	Edwin J. Lewis
58 Roslin		
7 Waldorf		
29 Wells		

10.0 STANDARDS AND CRITERIA ASHMONT HILL DISTRICT - DORCHESTER

10.1 Introduction

As required by Sections 4, 5, 6, 7 and 8 of the statute creating the Boston Landmarks Commission (Chapter 772 of the Acts of 1975 of the Commonwealth of Massachusetts), standards and criteria must be adopted for each district designation by the commission. These standards and criteria are intended to serve two purposes, first to inform property owners of what kinds of changes are permitted in the district, and second, to guide the members of the District Commission in deciding what proposed changes are permissible.

These standards apply only to proposed exterior changes which are visible from any street, sidewalk, park, or other public way. They are not retroactive, but apply only to changes proposed after the formal designation of the district. The administration of these standards is proposed to be by a District Commission composed of two property-owning district residents and three Landmarks Commissioners. After a public hearing, the review commission may grant a Certificate of Design Approval for proposed changes which are consistent with these guidelines, or a Certificate of Exemption when substantial economic hardship would be imposed on the property owner if proposed changes were not approved. A Certificate of Exemption may also be granted for proposed changes which involve only routine maintenance or repair not materially affecting the building or which are necessary for reasons of public safety. A certificate is required before work can begin.

It is recognized that changes may be required for a variety of reasons, not all of which are under the complete control of the Commission or the owners. Building code conformance and safety requirements are primary examples of causes of such changes.

Conformance with these other requirements may, in some cases, present conflicts with the Standards and Criteria. Evaluation of an application for a Certificate in such cases will be based upon the degree to which such changes are in harmony with the character of the property and the district in which the property exists.

10.2 GENERAL STANDARDS FOR PROPERTIES IN DISTRICTS DESIGNATED BY THE BOSTON LANDMARKS COMMISSION

The intent of the Standards and Criteria is to preserve the existing qualities that brought about the designation of the district.

As intended by the statute, a wide variety of districts are eligible for designation, and an equally wide range exists in the latitude allowed for change. Some districts of truly exceptional architectural and/or historical value that are designated as Landmark Districts will permit only minor modifications, while for some other areas, designated as Architectural Conservation Districts, the Commission encourages changes and additions with a contemporary approach, consistent with existing features.

In all cases, the design approach to a proposed change in a district should begin with an understanding of the fact that the overall character of a district is greater than the sum of its parts, and that a pattern exists within a district, which is made up of each building, each landscape element and each detail. It is this aggregate character which is most important.

Additions and new construction should not disrupt the essential form and integrity of an individual building or of the district. The size, scale, color, material and character of this work should be compatible with the character of the existing buildings and their environment. The design should be contemporary and not imitative of an earlier style or period of architecture.

In the design of alterations, which may have a less significant impact than additions or new construction, one should, whenever possible, retain or repair existing materials and features, rather than remove and replace them.

When it is necessary to replace such materials or features, replacement should, whenever possible, be based on physical evidence, or evidence contained in documents such as plans and photographs indicating the appearance and other characteristics of the materials or features being replaced. New materials used in replacement should, if possible, match the materials being replaced in physical properties, design, color, texture and other visual qualities.

Careful evaluation should be made as to the nature of changes which have occurred over time to a building or the district as a whole. These changes are a part of the history of the area and may be significant in their own right.

In general, proposed changes which are easily reversed are far less serious than those which are irrevocable.

10.3 SPECIFIC STANDARDS AND CRITERIA FOR ASHMONT HILL

A. GENERAL

1. The Ashmont Hill District is a remarkable grouping of ample buildings set carefully in generous lots with impressive landscape features all arranged on picturesque streets.
2. The intent of the standards and criteria for Ashmont Hill is not to freeze the appearance of the district to a certain point in time, but to guide inevitable changes to the buildings which make up the district so as to make those changes sensitive to the architectural character of the area, and to prevent intrusions.
3. In general, the front yards and street facades of buildings are considered to be of primary importance; the side yards and facades secondary; and the visible portions of rear yards and facades of minor importance--except in the case of corner lots where both street facades will be considered equally.

B. ROOFS:

General: All proposed changes in roof outline such as dormers, skylights, solar panels, or roof decks shall be subject to regulation and review.

Specific: none

C. EXTERIOR WALLS:

General: All proposed changes to exterior walls will be subject to regulation and review.

Specific: If siding is to be applied, it shall not cover or cause removal of architectural or facade details; it shall be of the same spacing and be applied in the same direction as the original siding elements; if artificial material is selected, it shall be applied with weep holes and without vapor backing to guard against adverse structural effects.

Exposed stone foundations, such as granite, fieldstone, rubblestone, or puddingstone, shall not be painted.

D. COLOR:

General: Except as noted in the specific section immediately following, any paint color or stain applied to exterior walls or trim including artificial siding as well as roof color shall not be subject to regulation and review.

Advice and assistance in selecting colors will be provided by the Commission upon request.

Specific: The continued use of historically accurate paint and stain colors and solid colored roof shingles that harmonize with building colors is encouraged on previously painted buildings.

The continued use of brown stain is required on buildings with cedar shingled exteriors in the Shingle Style that have not previously been painted. These buildings are included in Appendix 9.3.

E. WINDOWS.

General: All proposed alterations to window panes, sashes, and frames including any proposed new windows or blocking up of existing windows or changes in size and proportion of existing windows, shall be subject to regulation and review except as noted in specific section immediately following.

Specific: It is not acceptable to alter the number or arrangement of panes unless change is more historically accurate and documentation can be provided to substantiate change.

It is preferable to retain curved window panes or to replace them to match.

Storm windows are acceptable as an energy conservation measure.

Any alteration, repair, installation or removal of stained glass windows will be subject to regulation and review; every effort should be made to protect existing stained glass windows which are in good condition; it is preferable that necessary repairs match existing materials and design; removal of badly damaged stained glass windows will be considered.

F. DOORS & DOORWAYS.

General: All proposed alterations to exterior doors and doorways including new doorways and blocking of existing doorways or changes in size and proportion of existing ones, shall be subject to regulation and review.

Specific: With respect to panels, hardware, windows and materials, any necessary replacement of exterior doors and doorways should match the original as closely as possible.

Inside-mounted window grates are acceptable for security purposes.

G. EXTERIOR ARCHITECTURAL FEATURES

General: Proposed alterations to porches, porticos, verandas, steps, stairs and their component parts such as bannisters, balusters, railings, posts, gables, turrets, towers, roofs or new proposals for same shall be subject to regulation and review.

Specific: none

H. LIGHTING AND SIGNS

General: Signs shall be subject to the Boston Sign Code as amended with the additional provisions included in the specific section immediately following.

Specific: Name/announcement sign for an institution are permissible; each permissible sign made have a maximum area of ten (10) square feet.

Building contractor or developer's sign, with a maximum area of six (6) square feet, is permissible only during the duration of said contractor or developer's work.

Phosphorescent signs are not permitted.

Outside security floodlighting is acceptable; other forms of exterior decorative lighting other than Christmas/holiday lights are subject to review and regulation.

I. FENCES

General: Proposed fences that are located at or in front of the street facade plane(s) of structures shall be subject to regulation and review.

Specific: On Ocean, Alban and Roslin Streets and Welles Avenue, fences in front of the street facade plane(s) of structures are not acceptable.

On other streets and avenues, fences in front of structures shall be permitted but they shall not exceed forty-eight (48) inches in height.

Fences are required to be of "open" construction; if of chain link type, it is preferable that they be concealed by a hedge.

J. DRIVEWAYS, GARAGES, & PARKING SPACES; CARRIAGE HOUSES & STABLES; BARNs

General: Proposed new driveways, carports, garages, and parking spaces as well as changes to existing ones and to carriages houses, stables and barns shall be subject to regulation and review.

Specific: Proposed new carports, garages, enclosures, or parking spaces are required to be behind the street facade plane of the structure.

K. PUBLIC IMPROVEMENTS

General: Proposed public improvements, such as sidewalks, streetlights, and the like shall be subject to regulation and review.

Specific: none

L. ADDITIONS

General: Proposed additions to any structure shall be subject to regulation and review.

It is required that proposed additions be compatible with the materials, scale, proportion, and architectural character of the structure.

Specific: none

M. NEW CONSTRUCTION:

General: Proposed new construction shall be subject to regulation and review.

Three major elements are to be considered: 1) the way the proposed structure is sited on the lot and the resultant relationship between the proposed building mass and the yard; 2) the scale, materials, and design of the structure itself; and 3) landscaping and other ground surface treatments. Taken together, all these elements should aim to produce a structure that is compatible with the street and the rest of the district.

Specific: Siting: building setback from the street should be consistent with the mathematical average for the rest of the same side of the street within the block.

Placement: existing topography such as slopes, rock outcroppings, retaining walls, or large trees should be considered.

Design: new construction should not attempt to imitate earlier design, but instead should strive to be good contemporary design.

Materials: new construction should use the prevalent materials in the district, except on Washington St.

Outline: the building outline, in plan and silhouette should reflect the irregular and angular quality and nature of existing structures.

Height: height of dwellings should not differ greatly from existing dwellings and should be between 25 and 35 feet.

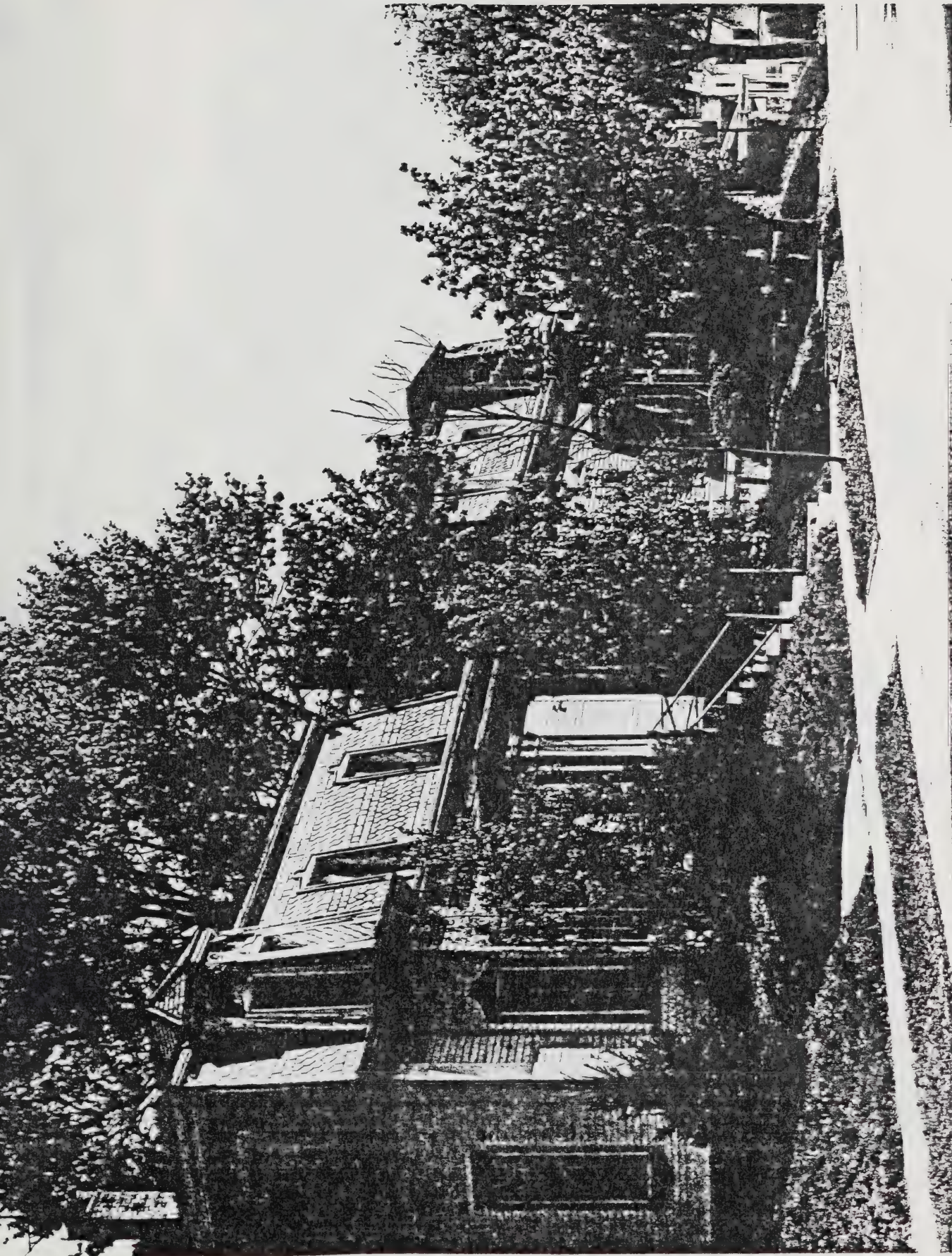
Porches: new dwellings are encouraged to have a porch or entry veranda to define the main entrance.

Color: new construction is subject to the same items specified in COLOR section above

Landscaping: landscaping around new structures should reflect the variety of type, proportion and placement characteristic of the district.

Driveways, Garages, Carports & Parking Spaces: these shall be subject to the same standards & criteria specified in pertinent section above.

fences: fences shall be subject to the same standards and criteria specified in the pertinent section above.



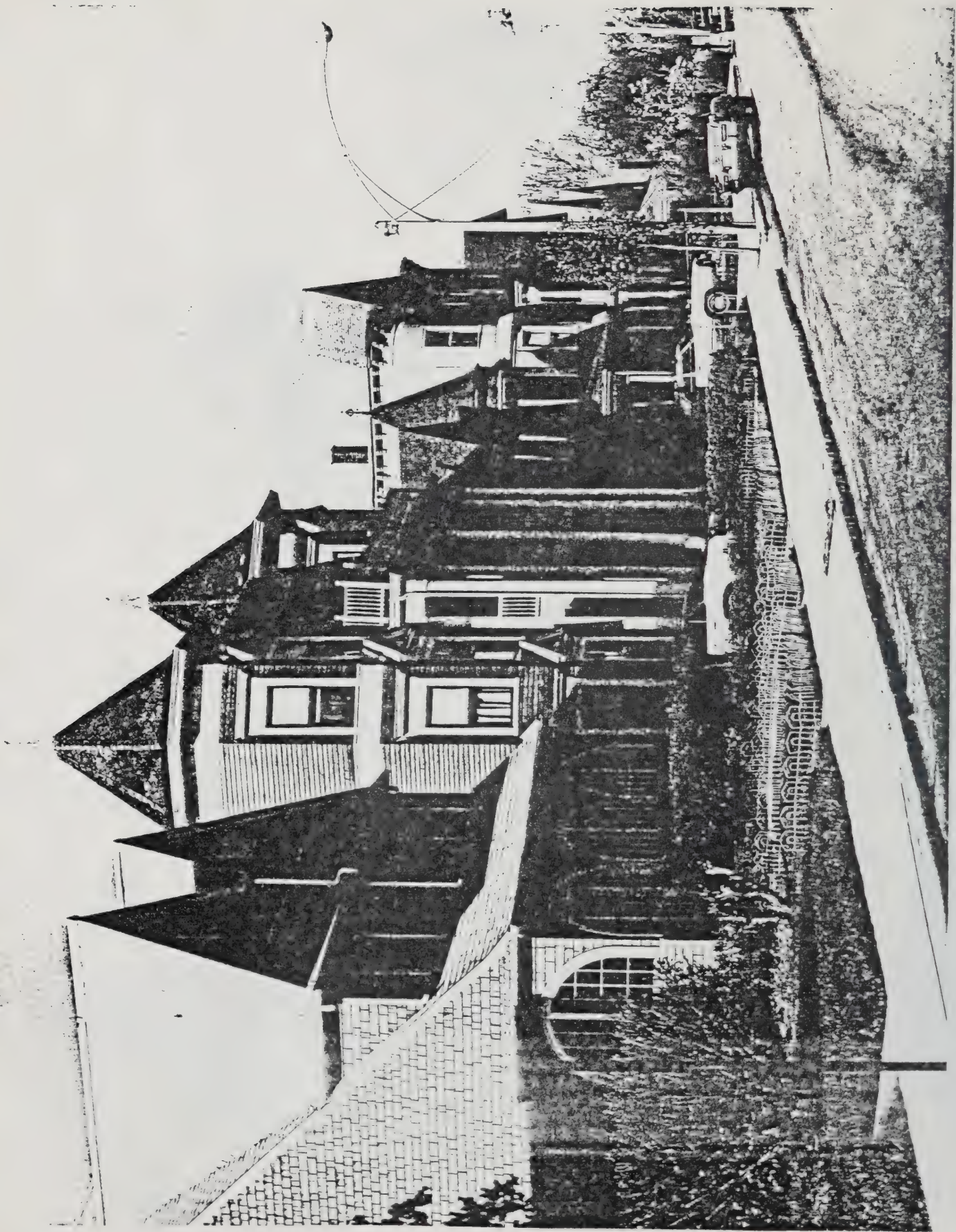
View of 48-52 Welles Avenue

Photo W. W. Owens, Jr., 1978





View of 102 Ocean St. Photo: W.W. Owens Jr., 1978





View of 12 Alban St., Photo: R. Rugo, 1976

Boston Landmarks Commission

Mr. Philip McNiff,
Chief Librarian
Boston Public Library
Conley Square
Boston, Ma. 02116

January 16, 1979

Dear Mr. Ryan:

Re: PETITION #9
ASHMONT HILL, DORCHESTER


As a result of petition(s) brought by ten registered voters of the City of Boston, the Boston Landmarks Commission is considering the possible designation of the subject property(ies) in Boston.

The Commission has scheduled a public hearing on the subject for Tuesday, February 6, 1979 at 7:00 P.M. in the Dorchester Temple Baptist Church, 670 Washington St., Dorchester, Mass. The Commission has also prepared, with the assistance of its staff, a study report on the significance of these properties and the planning and economic factors pertaining to the property(ies) which the Commission will consider in making its determination on designation.

The Commission hereby requests that you make available for the use by the public, at the Library, the enclosed copy(ies) of the report(s) on the proposed designation(s).

Thank you for your assistance in this matter.

Sincerely,


Marcia Myers
Executive Director

A/7752

Attachment(s)

cc: Kirstein Library
T. Cederholm, BPL Fine Arts Dept.

BOSTON PUBLIC LIBRARY



3 9999 08827 280 0

